



HOLDFAST BUZZ

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June 7th Social Meeting

Join us at the June Social Meeting at which Ross Lloyd and Dave Whitten will give an interesting presentation on their involvement with the commercial use of UAVs.

Those Golden Days



2013 Golden Era Air Races

HMAC Club member Bob McEwin carries his beautiful Goodyear Corsair in scale Reno colours back to the pits at this year's Golden Era Air Races held at the Constellation club field. Read John Anthony's summary of the event on page 3.

Photo courtesy of Ross Felix.

The HMAC newsletter is your vehicle for sharing information, experiences, building projects, etc with your fellow members. If you have photos of your latest model, a construction in progress or handy tip you'd like to share, please send it to Geoff at buzz@itapps.com.au for inclusion in a future edition of BUZZ.



Kingsley Neumann

From the President

Usually aeromodellers have a bit of a grizzle about rain but just now we are actually glad to have some! It means that those nasty cracks will start to close up as the ground swells. We have not been out repairing cracks but rest assured that is the plan if we have a dry season. The committee is monitoring the situation closely.

Just a friendly reminder to all electric flyers. HMAC has decided to adopt the ingenious indicator system known as SafeTag to show when a battery is NOT connected to the speed controller. Therefore no green SafeTag means that the model is possibly **Armed and Dangerous**. If you have not fitted a SafeTag please do so as soon as possible. A supply of green ribbon is available in the Clubrooms. All you need is about 40cm off the roll and a connector that matches your battery fittings. Hopefully this will help to achieve a higher degree of safety in the operation of electric powered models of all sizes.

A very interesting Social Meeting is planned for Friday 7th June. Ross Lloyd and Dave Whitten will be making a presentation on the very impressive aerial photography project that has kept them employed for about the last 12 months or more. Much of the work has been quite confidential until now, basically for commercial reasons.

The AGM is still nearly three months away but as usual it is a very important occasion. This year we will be discussing the Holdfast Management Plan which was circulated in draft form last month. That plan concentrated

on possible asset purchases but it has already been pointed out that it should also include plans to inject some more life into our Club activities. We do have a number of regular competition and other events but people are looking for something else. For example visits to other Clubs, visits to aviation related attractions and the like might be a good idea. If you have something in mind please let the Committee know. We can amend the Management Plan at any time.

Our hard working secretary, Trevor Baudinette has indicated that he will not be nominating for the position again. Therefore we will be looking for a replacement. If you would like to get involved please speak up.

Club Fees are due to be paid by 30th June. The final figure, including affiliation fees, will be advised to all Members by email or letter as soon as they are known. As expected, the HMAC component is unchanged from last year.

I hope that most of you will be able to renew once again and continue in this wonderful hobby of ours. I have been surprised recently on a couple of occasions to be at the field on a beautiful sunny and calm Saturday afternoon and find myself virtually alone. Perhaps the Crows were playing! We are privileged to have a conveniently located field with excellent facilities for most types of models. Let's get stuck into it before the winter takes hold.

Kingsley Neumann



Have You Fitted a SafeTag to Your Electric Model Yet?

Fitting a SafeTag to your electric model is easy and demonstrates your responsible attitude towards safety at the field. The Club provides free green ribbon (available in the main clubhouse) for you to attach to an appropriate power connector for your model. SafeTag will become a requirement for operating electric models at the field later this year, so make a start now to become compliant. It is so easy - no modification to your model is required.

Full details of the SafeTag system can be found on our website at: www.holdfastmac.com.au/technical-articles/safetag-system/



" ... Club Fees are due to be paid by 30th June. The final figure, including affiliation fees, will be advised to all Members by email or letter as soon as they are known. ..."

2013 Golden Era Air Races - by John Anthony

The Golden Era Air Races held at the Constellation Club during 12-14th April, 2013 were very well attended by Holdfast Members in Officiating capacities and Competition. John Modistach was Contest Director for the Event, Alan Ayles and Mike Newbound were Timers for the 3 days. Mike Mildren, Trevor Baudinette, Phillip Levi and John Anthony were button pushers at Pylon 3 on Friday. Saturday had John Jefferson, Trevor Baudinette, Graham Paterson, (at very short notice, thanks, Graham), and John Anthony again on Pylon 3. The Sunday was over subscribed on Pylon 3 with Graham and Kathy Paterson, Trevor Baudinette, John Anthony, Mike Mildren and John Trakas. A couple of spare people allow all to have a look at the outstanding models and catch up with Club Members competing. Thanks to Trevor, JA and Graham for car pooling. Ross Lloyd, Marika Jeffo, Huw Rosser and Max Thomas were missing this year due to other pressing matters, work, interstate visitors and surgery.



"...Klaus, Jenni and Ron camped out at Connie for the weekend and enjoyed a bit of fun with interstate racers also camping out. ..."

I took time out to check out Pylon 1 on the Sunday. NO THANK YOU. Quite safe, they were in a cage, but large models at the end of the straight at speed can be un-nerving. We have had difficulty identifying models at Pylon 3 at times, but spare a thought for the Pylon 1 guys. Sighting models through a mesh cage is not easy. We have mesh at Pylon 3 but it is not really needed as 3 is further away and the models are only facing you for a very short period of time whilst banking. There were no perceived problems at either manned pylon - John Mod seemed to have everything well in hand. If there were competitor complaints, we did not get to hear of them. We were of the opinion that there should not have been any. If we stuff up, we come clean quickly (or cover it up!). Chris Carpenter of SSL did the announcing, and NMAS Members Neil Tank and Paul Kumela were the Starters.

Holdfast competitors were Bob McEwin, Caller and "Pit Bitch" (her terminology) Jenni Rudloff, with the Z62 powered Goodyear Corsair in scale Reno colours in Reno Class. Performed well Friday and Saturday, but the engine seemed to go off song a little on Sunday to finish out of the major placings. Bob and Jenni also competed in

Formula 1 Class with Bob's own designed and built El Bandito, finished in scale racing colours, with DLE55 power. No incidents for the weekend, so Bob was happy.



Klaus Rudloff in Formula 1, Caller Rob Nottle, Ron Deam as Repairer in Waiting (not needed), with a Bob McEwin designed and part kitted Midget Mustang, assembled by Ron Deam. DLE55 power. All wooden construction, possibly a bit heavier than the ARFs, finished the weekend with a 9th Placing and an intact model. Klaus, Jenni and Ron camped out at Connie for the weekend and enjoyed a bit of fun with interstate racers also camping out. Vin Pike, Caller and Pitman Peter Smyth, ARF AT6 Texan, 120 power in AT6 Class. Vin finished the Meeting 2nd and intact, better than the 2011 Event, a 3rd Place and a wreck on the final Heat. A very good team effort - you would be a force in F1, Vinnie!

Leon Vincenzi was a first time entrant in Formula 1 Class, Caller John Yianni, with an ARF Lil Quickie, my notes say an EME55 engine, sorry if I am wrong. Leon converted it from petrol to methanol and it went hard. Perhaps a little too hard as the engine lost revs during the Sunday Finals. Leon performed very capably, and apart from the engine problems, would have possibly finished among the place getters. A very good effort.



John Yianni, Caller Tom Jacobsen, help from Leon Vincenzi, ARF Lil Quickie, DLE55 engine. First time entrant, John had a somewhat

2013 Golden Era Air Races - cont.

interesting introduction to Large Scale Air Racing, becoming acquainted with the niceties of cultivation of greenhouse cucumbers. The backup model performed well and John flew well with the Jacobsen and Vincenzi tutelage. A good effort after some early misfortune.

Peter Smyth, Caller Vin Pike, with a Formula1 El Bandito, a Bob McEwin kit, Vin Pike fiberglass cowl, DLE55 engine. Can't say much, Peter and Vin have Pylon racing down to a T. This Team is as smooth as silk, a pleasure to watch. Finished the Meet just out of the placings.



Jenni Rudloff called when needed for SSL Member Simon Morris who competed with a veteran Miles Sparrowhawk in Golden Era Inline Class. There are more model Sparrowhawks in Golden Era than were ever produced full size (4, I believe, but there were Speed Six versions also).

There were some outstanding models competing, all were to a very good standard, although there was one Golden Era model looking a bit worse for wear paint wise, but could well have been a scale finish. Not too many 30's racers would have had a showroom finish.

The Riverland's Richard Mudge had a Rivets Formula 1 racer which was very fast, taking out 2nd Place behind Connie's Frank Weeks Dick Ohm Special. Rivets is a bit of an oddball shape compared to the usual more sleek craft. Richard also competed with a mean Mew Gull in Golden Era Inline, gaining 1st Place. He kindly loaned his Reno Class Spitfire to a competitor and friend. Don't know where the Spitfire finished, but it went home intact. Richard Young of Connie had a neat Laird Super Solution biplane in Golden Era Radial Class. Power was an ASP 5 cylinder radial glow engine. Not fast, the Solution has a built in headwind, but the engine went well and sounded great. Connie Members had two P-38 Lightnings, the Trevor Pearce larger model taking 1st, and Mike Savill flying the Peter Leaney built smaller model taking 3rd Place in Reno class.

Some other model flying were a Hall Bulldog, a few Monocoupes, Bromberg Special, Dick Ohm Special, 2 Kittyhawks, a Wildcat, Tsunami, an ill fated Mustang based Reno Special, Miss Ashley, another Mustang based Reno Special, two P-38 Lightnings, two P-47 Thunderbolts, Spitfire, a few Lil Quickies, (available as an ARF), El Bandidos, available as a McEwin kit, a Mr Smoothie, (30's racer with retracts), and AT6 Texans, and a few that I have not seen or heard about before.

The F1's are now the most prolific class, can be wickedly quick or more sedate, but all seem to fly well and no ill handling on landings and take offs. Have a talk to Bob, John, Leon, Peter, Vin or Klaus if interested. Any Gold Wings flyer could handle an F1.

Entries were down a little, spectators also, but our Members helping out were rewarded with a healthy donation to our Club. Looking forward to the 2015 Event.

John Anthony

"... The F1's are now the most prolific class, can be wickedly quick or more sedate, but all seem to fly well and no ill handling on landings and take offs..."

Peter and Vin also competed in Golden Era Inline Class with Miles Sparrowhawks. Half a lap into the first Heat for Peter, the brand new scratch- built model lost part of the starboard wing at Pylon 3, causing a total write off. Jury is out on why. Luckily Peter had the veteran Air Race Sparrowhawk as a spare and completed the Meeting. The old Precision Eagle engine was down a bit on power and finished just out of the placings. This model has flown in the Air Races since 1997 and still gives good service. May have hexed the replacement model.

Rob Nottle also called for Mike O`Reilly who flew in Golden Era Inline with a veteran Percival Mew Gull once owned and flown by well known Aussie Peter Goldsmith, a Tournament of Champions aerobatic flyer during the late 90's and 2000's. He may be a veteran, but Mike flew it to 2nd Place in Golden Era Inline, just behind Richard Mudge with his Mew Gull.



Happy Pylon Judges — by John Jefferson



The happy team of pylon judges are even happier now they have a shelter to protect them from the elements during our monthly pylon races.

After investigating a number of options the Committee agreed to the purchase of a shade structure earlier this year. Its primary use is to provide shelter for the judges who have to sit in the open for the duration of the racing, which lasts for around two hours. Large umbrellas have been used in the past, but they provided limited protection from the hot sun for all four judges.

Other uses for the shelter could include additional covered space at club functions such as our Christmas lunch and annual awards presentations. The design of the shelter allows it to be put up and dismantled in a few minutes.

Our pylon judges have thoroughly endorsed the new shelter. A simple purchase like this has made their task much more comfortable. Without their dedication the pylon races would not be the success they are. Speaking from many years' experience as a pylon judge I understand and empathise with what the judges undergo at each month's events. Now, as a competitor for the last couple of years, I appreciate the benefits of having a racing program that is supported by judges who are accommodated in relative comfort instead of being exposed to the elements, which has the potential to detract from their ability to fully concentrate for the intense three minutes of each race.

I'm sure all competitors would join me in thanking the judges for their commitment to the club's activities, and in thanking the Committee for pursuing this initiative.

If anyone would like to assist at our pylon races, please front up to the shelter at the southern end of the pits area, you can't miss it. You'll be made welcome and shown how easy it is to be a judge. It's fun!



Gold Wings Award



Recently, John Yianni successfully completed the requirements for Gold Wings status under the guidance of Peter Robertson and Klaus Rudloff. Here we see our President Kingsley Neumann presenting John with his award at the Club field.

Congratulations John—well done!



Greetings from South Africa



We have a small model flying club in Cape Town, South Africa. It's known as the Southern Soaring club, has about 50 members and is situated on a small farm. We're keen to make contact with model flying clubs all over the world and establish a reciprocal member's arrangement whereby your members can meet our guys when in Cape Town, come for a fly and enhance your holiday experience and we'll do the same in your part of the world.

We're putting in a little grass runway and yesterday was the official runway opening. It's far from finished, but is flat and useable. There's a little movie covering the event, so if you'd like to see our pretty little flying field, please have a look at <http://www.youtube.com/watch?v=x3sgDdeCySE>

We'd love to hear from you and if you have any members who are planning to come to Cape Town, have them contact us and we'll make them welcome down at the club.

Email : Don Morris - gntelevision@aol.com

"...If anyone would like to assist at our pylon races, please front up to the shelter at the southern end of the pits area, you can't miss it..."

Useful Calculator for Electric Powered models

Add this link to your favourites for calculating operating specs for electric powered models:

www.ecalc.ch/motorcalc.htm?ecalc&lang=en



HOLDFAST MODEL AERO CLUB

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Newcomers to R/C modelling are catered for by setting aside every Sunday morning from 10 am when qualified instructors will teach all aspects required for the safe operation of the model. During the training period no other models are allowed to fly, ensuring the least possible distractions to the student.



Pylon & Combat Competition Results - 5th May 2013

Open class pylon

Pete Smyth (HMAC) 114
Tom Jacobsen (Noarlunga) 101
Peter Robertson (HMAC) 95
Finn Kank (Noarlunga) 85
John Yianni (HMAC) 84
Mike Savill (Connie) 79

WW I combat

Merv Harris (HMAC) 1
Graham Paterson (HMAC) 1
Peter Robertson (HMAC) 1

WW II combat

John Jefferson (HMAC) 1

Standard class pylon

Graham Paterson (HMAC) 79
John Jefferson (HMAC) 69
Mike Keele (HMAC) 14



Combined Fun Fly & Radian Competition

16th June 2013



At the next Fun Fly day on Sun June 16th, Southern Soaring League (SSL) is organising a "Radian" sailplane competition at our flying field for all interested modellers. So bring your Radian along (or go and buy one) and take part in this enjoyable aspect of our hobby.

Please note that normal FunFly competition events will still take place in combination with the Radian competition.

Instructor Roster (June - July)

Date	Instructor	Instructor	Assistant
JUN 2nd	Kingsley Neumann	Alan Scroop	Ted Carter
JUN 9th	Graham Paterson	John Jefferson	Trevor Baudinette
JUN 16th	Matt Jamieson	Ross Lloyd	Max Thomas
JUN 23rd	Peter Robertson	Kingsley Neumann	Ted Carter
JUN 30th	Alan Scroop	Graham Paterson	Trevor Baudinette
JUL 7th	John Jefferson	Matt Jamieson	Max Thomas
JUL 14th	Ross Lloyd	Peter Robertson	Ted Carter

We are fortunate in having so many rated instructors and our thanks go to those keen instructors who turn up even when they are not rostered on. We expect to see more learners now that the warm weather is here. Advanced Flying Training is available on request, so if you want to brush up your flying for a Wings test, please arrange a session with one of the Instructors. There are still a number of "Solo Only" flyers out there who could easily qualify for the Bronze Wings.